

CLASSIFICATION

COUNTRY Soviet zone of Germany

REPORT NO.

TOPIC JOMBUS airfield

25X1X6

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 2 Blueprints

REMARKS

Document No.

NO CHANGE in Class. ☐☒ DECLASSIFIED

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DDA Memo, 4 Apr 77

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29 September 1949

1. Thirty-six twin-engine aircraft were parked in four rows of nine planes each at the JOMBUS (N 52/A 57) airfield (see Annex). Description: Engines projecting beyond trailing edge of wing, tapering wings and elevator assembly with cut off tips, double rudder assembly, presumably mid-wing monoplane fitted with radial engines, metal cockpit projecting beyond engines, V-shaped elevator assembly.
2. The levelled extension of the runway was being rolled but no other construction work was observed. An AA gun emplacement of four about-40 mm guns, a range finder and quartering facilities were observed on the southern edge of the field. (See Annex) A rumor was current among the civilian population that jet fighters were also stationed at the field. The entire German field personnel had been discharged without notice.
3. The following motor vehicles were observed:

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4 October 1949

4. About 50 twin-engine aircraft were parked in four groups facing each other in front of the field hangars. There was no flying. The truck [redacted] was parked in front of the main entrance gate. 25X1C

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Comment:

a. The report confirmed the known occupation of the field by a bomber unit. According to previous information and the motor vehicle numbers listed in para 3, it is assumed that this bomber unit came from ORANIEBURG. From the

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2

number of planes observed in COTTBUS it is assumed that at least one regiment is stationed there.

b. The description of the twin-engine aircraft does not entirely agree with the PE-2. From the statement that the planes were apparently equipped with radial engines it is inferred that they were possibly TU-2s. The cowlings of the in-line engines of the TU-2s are such as to make a confusion with radial engines possible. On the other hand, the nose compartment of the TU-2 has a plexi-glass bottom, while source speaks of an all-metal compartment. Efforts are being made at clarification.

e. The western extension of the runway was reported in August and September 1949. Apparently, this extension has not been completed. The total length of the east-west runway is assumed to be 5,000 feet.

d. The presence of jet aircraft in COTTBUS has not been confirmed. The rumor to this effect has perhaps been caused by the discharge, without notice, of the German airfield personnel.

2 Annexes: 1. Airfield of COTTBUS

2. Antiaircraft Gun Emplacement at COTTBUS Airfield.

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